

Surrey Rapid Transit Alternatives Analysis

Findings to Date - March 2013

A multi-phase analysis undertaken in partnership

- Launched in 2010 in partnership with stakeholders, including the City of Surrey and the City of Langley, this analysis has been reviewing options for rapid transit service in Surrey and surrounding communities.
- The analysis to date has included technical evaluation by independent consultants and consultation with the public and stakeholders.

Addressing the strong growth taking place in Surrey and surrounding communities

- Shape travel demand: meet, shift and help shape travel demand through improved transit service quality.
- Shape land use: shape future land use in keeping with the Regional Growth Strategy and municipal plans.
- Raise transit ridership, lower emissions: help achieve mode share and emissions targets.

Thirteen potential alternatives have been evaluated considering over 90+ detailed measures

- Each potential alternative has been evaluated for its benefits and impacts in economic development, the environment, financial and affordability, social and community, transportation, deliverability and urban development.
- Hundreds of people have participated in workshops, visited our website and provided their feedback.

Four alternatives could provide high-quality rapid transit service for Surrey

- Based on findings to date, all four alternatives can meet the long-term needs:
 - Bus rapid transit on Fraser Highway, King George Boulevard, and 104th Avenue
 - Light rail transit on Fraser Highway, and bus rapid transit on King George Boulevard and 104th Avenue
 - Light rail transit on Fraser Highway, 104th Avenue, and King George Boulevard south to Newton, with bus rapid transit from Newton to White Rock
 - SkyTrain on Fraser Highway, and bus rapid transit on King George Boulevard and 104th Avenue
- These options range in cost from \$0.9 billion to \$2.2 billion and each has a variety of benefits and impacts.

Next Steps

TransLink will facilitate a regional discussion with the public, stakeholders and elected officials to examine the trade-offs of each option, along with all of the other regional transportation priorities, and to determine the path forward. A decision on a preferred alternative will be made through the Regional Transportation Strategy in a dialogue that will consider benefits, affordability, and overall system needs.